

Mails.

NORDDEUTSCHER LLOYD.

BREMEN.

IMPERIAL GERMAN MAIL LINES.

FOR	STREAMERS	TO SAIL
YOKOHAMA and KOBE	"PRINZ SIGISMUND" Capt. D. Lenz	SATURDAY, 26th June.
NAPLES, GENOA, ALGIER, GIBRALTAR, SOUTHAMPTON, ANTWERP and BREMEN	"PRINZ REGENT LUITPOLD" Capt. H. Kirchner	WEDNESDAY, 30th June, Noon.
SHANGHAI, NAGASAKI, KOBE and YOKOHAMA	"KLEIST" Capt. Rud Meyer	About THURSDAY, 1st July.
MANILA, YAP, NEWGUINEA, BRISBANE, SYDNEY and MELBOURNE	"PRINZ SIGISMUND" Capt. D. Lenz	FRIDAY, 16th June, 10 A.M.
KODAT and SANDAKAN	"BORNEO" Capt. F. Sembill	Beginning of July.

For further Particulars, apply to

NORDDEUTSCHER LLOYD.

MELCHERS & CO.,

GENERAL AGENTS, HONGKONG & CHINA.

Hongkong, 19th June, 1909.

MESSAGERIES MARITIMES.

FRENCH MAIL LINES.

FORTNIGHTLY SERVICE TO and FROM EUROPE via SUEZ CANAL
TO and FROM JAPAN via SHANGHAI.

FOR	STREAMERS	CAPTAINS	TO SAIL ON
SHANGHAI, KOBE, YOKOHAMA	CALDONEN	Bruno	5th July, P.M.
MARSEILLES, VIA PORTS	TOURANE	Lancelin	6th July, at 1 P.M.
HANGHAI, KOBE, YOKOHAMA	ERNEST SIMONS	Girard	19th July, P.M.
MARSEILLES, VIA PORTS	ARMAND BEHIC	Lafont	20th July, at 1 P.M.

Transshipment on the Co's Steamers at Singapore for Batavia; at Colombo for Calcutta Bombay and Australia; at Port Said for the Levant, Constantinople and Black Sea.

Through Tickets to London via Paris, four of steamers.

For further particulars, apply to

P. de CHAMPMORIN,

AGENT,

QUEEN'S BUILDINGS.

Hongkong, 22nd June, 1909.

MESSAGERIES CANTONNAISES.

FRENCH LINE OF STEAMERS BETWEEN HONGKONG, CANTON AND KODANG-SI

S.S. "PAUL BRAD," 1,900 tons, 14 knots.

S.S. "CHARLES HARDOVIN," 1,900 tons, 14 knots.

The speediest, most luxuriously appointed and punctual steamers on the line
Departure from Hongkong at 10 P.M. (Sundays excepted).
Departure from Canton at 5.15 P.M. (Sundays excepted).These superb steamers carrying the French Mail are fitted throughout with Electric Light and Fans and were specially built for this trade. Excellent cuisine.
The Company's Own Wharf near Wing Lok Street and its berth in Canton opposite Shamoon.

For further particulars, please apply to the COMPANY'S OFFICE at Shamoon, Canton or to their Agents

BARRETTO & CO., Hongkong.

Hongkong, 9th October, 1908.

EYES



RIGHT!

N. LAZARUS, OPHTHALMIC OPTICIAN,
CORNER OF D'AGUILAR STREET AND QUEEN'S ROAD.

WILL test your eyes free of charge, and if they are wrong will put them right.

Lenses Ground. All kinds of Repairs. Spectacles for all requirements.

Ask, be write, for Illustrated Booklet on "Defective Sight," free.

LONDON, 1, John Street, Bedford Row, W.C.
CALCUTTA, 10, Bealack Street
SHANGHAI, 65, Nanking Road.
Hongkong, 9th March 1909.

Intimations.

THE YOKOHAMA DOCK CO., LTD.

No. 1 DOCK.	No. 2 DOCK.	No. 3 DOCK.
Docking Length 515 ft.	Docking Length 376 ft.	Docking Length 481 ft.
Width of Entrance ... 80 "	Width of Entrance ... 50 "	Width of Entrance ... 63 "
Water on Blocks 28 "	Water on Blocks ... 26 "	Water on Blocks 21.5 "

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of Captains and Engineers is respectfully called to the advantages offered for Docking and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing quickly and cheaply with work and a large stock of material is always at hand, (plates and angles all being tested by Lloyd's surveyors).

Two powerful Twin Screw Tugboats are available for taking Vessels in or out of Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable of lifting 40 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be guaranteed.

The cost of Docking, and repair work, will be found to compare favourably with that of any port in the world.

A large mooring basin is available alongside our own works for mooring vessels whilst under repairs.

Telephone: Nos. 876, 506, or 681.

Telegrams, "Dock, Yokohama," Code A. B. O. 4th and 5th Ed.

Liebers, Scotts,

A. I. and Watkins.

Yokohama, April 28th, 1903.

To Let.

TO LET.

KING'S BUILDINGS, OFFICES facing the Harbour from about October, at present in occupation of Messrs. Jardine, Matheson & Co., Ltd.

Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.
Hongkong, 3rd June, 1909. [463]

TO LET.

ROOMS suitable for Offices in No. 10, ICE HOUSE STREET, in rear of David Sassoon & Co.'s premises.

Apply to— [464]

TO LET.

NOS. 51, 53, & 55, WONG-NEI-CHUNG ROAD.
Apply to—
HONGKONG & KOWLOON LAND & LOAN CO., LTD.,
No. 5, Queen's Road West.
Hongkong, 9th March, 1909. [248]

TO LET.

FIRST FLOOR and GODOWN, together or separately, No. 6 Des Voeux Road, Central.

Apply to—
PHIROZ SHA B. PETIT & CO.,
or at the premises.
Hongkong, 19th June, 1909. [494]

TO LET.

NO. 1 & 3 MORRISON HILL, also OFFICES at No. 2 FREDER STREET.

Apply to—
Messrs. JARDINE, MATHESON & CO., LTD.
Hongkong, 29th May, 1909. [408]

TO LET.

OFFICES, No. 2, CONNAUGHT ROAD, 3rd Floor.
No. 1, CLIFTON GARDENS, CONDUIT ROAD.
A HOUSE in WONG-NEI-CHUNG ROAD. A HOUSE in RYAN TERRACE.
OFFICES in YORK BUILDING.
GODOWNS in PRAYA EAST, BLVD BUILDING, and No. 168, DES VOEUX ROAD next to the Hongkong Hotel.
FLATS in MORETON TERRACE, No. 10, DES VOEUX ROAD CENTRAL, 1st Floor.Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.
No. 5, Queen's Road West.
Hongkong, 23rd June 1909. [5]

TO LET.

OFFICES and ROOMS on the 1st and 2nd Floors of No. 14, Des Voeux Road Central (formerly occupied by Messrs. Shawan, Tomes & Co.). Rents low.

Apply to—
THE COMPTON DEPARTMENT,
E. D. Sassoon & Co.,
Queen's Road Central.
Hongkong, 24th February, 1909. [187]

TO LET.

GODOWN No. 54, DUNDRELL STREET.
Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.
Hongkong, 1st June, 1909. [15]

For Sale.

FOR SALE.

A RICKSHAW with BICYCLE RUBBER TYRED WHEELS in Good Condition.

Apply to—
S. D. SETNA,
No. 6, Des Voeux Road.
Hongkong, 21st June, 1909. [497]

FOR SALE.

ADLER TYPEWRITERS

THE PERFECT VISIBLE.

The latest 1900 Model No. 7 with the latest improvement, the lightest touch, the strongest and the best ever produced.

We sell our Adler under our guaranteed terms.

A few lines will bring the Adler to your office free trial.

We sell various makes of second-hand Typewriters

AND

Rent out by day or week.
REPAIR IS OUR SPECIALITY.

DRAGON CYCLE DEPOT,

33-35, Des Voeux Road, Central, Hongkong.

PARA VENDA.

GRANDE sortimento de LIVROS de MISSA em Portuguez, encadernados em lindas capas de phantasia e de diversas cores.

Precos modicos.

Dirija-se a

GRACA & CO.,

27, Des Voeux Road.
Hongkong, 8 Junho de 1909. [16]

THE PERKIN SYNDICATE.

The ordinary General Meeting was held on May 21 at the Cannon Street Hotel, Mr. Carl Meyer presiding.

The Chairman, in moving the adoption of the report, noted the very substantial increase in the value of their shares on the Stock Exchange. It had not been possible for the board, following on the rejection of the unification scheme, to formulate separate profit and loss accounts for the Shansi shares on the one hand and the ordinary and deferred shares on the other. He wished to make quite clear the board's attitude towards the unification scheme. It did not originate from the Board, but from certain influential shareholders. From the first, however, the Board had been in sympathy with the unification movement, not in regard to any particular scheme, but for any scheme which would command the general acceptance of all three classes of shareholders, believing, as they did, that it was in the best interests of the syndicate that unification should be brought about. With the rejection of the scheme, the formation of separate profit and loss accounts was impossible. If the items making up £357,624 on the credit side were earnings arising from the working of the concession, then the resulting net profit of £138,128 was easily divisible in the proportion of 55 per cent. to the Shanghai shares and 45 per cent. among other classes. But in regard to several of these items, and also in regard to the correct disposal of the item "premium on issue of ordinary shares," in the capital account, there were doubts, and as at present advised, the directors were unable to express an opinion on any way or the other. Before they could do so it would be necessary to take counsel's opinion, and their judicial decision. This would take time and would cost money, and the plan, therefore, which the directors proposed was to refrain from dividing the accrued profits for this year and to endeavour to carry through the unification scheme before the next annual meeting. The one point which blocked the scheme was the question of limiting the operations of the syndicate, and the directors trusted that means might be found to overcome this difficulty. With a view to this they proposed very shortly to ask the committee who conferred with them on the previous occasion to meet them again for the purpose of making such alterations in the Bill as to ensure its acceptance by all classes of shareholders. He emphasized the fact that the Shansi shares were intended to provide the working capital of the syndicate, and that there were not, as sometimes seemed to be imagined, two companies. There were, however, two sets of shareholders, whose interests were not entirely coincident on all points. An indefinite supply of coal had now been assured, and the only question that remained was that of demand. Hitherto this point had been largely conjectural and, to some extent, it remained so, but so far as their experience had gone the result had not been unsatisfactory. Jamieson, C.M.G., seconded the motion.

Mr. L. Oury, representing a large group of Continental shareholders, said he should vote against the adoption of the accounts, which, he contended, were not accompanied by sufficient explanations.

Mr. de Beufor, who a few months ago represented a large group of Continental shareholders, also opposed the scheme because it did not include a clause limiting the syndicate's operations to its present concessions. He was convinced that any unification not preserving intact the original object for which the Shansi capital was raised would have been most inadvisable.

The Chairman, in reply, said that if the accounts were altered in the way Mr. de Beufor desired, unification would be superfluous. It was for the purpose of avoiding all the lawsuits which might possibly arise out of these complicated details that the board asked the shareholders to agree to unification.

The resolution was carried, 24 voting for and nine against.

Mr. Robert Miller was re-elected a director of the company.

On the motion of the Chairman a resolution was passed voting Mr. George Brown (the late Agent-General in China), in connection with the retrocession of the Shansi concession a sum of £1,000 in respect of such extraordinary services.

Mr. Ralph Burdett moved a vote of thanks to the chairman and urged the board to push on in every way they could with the settlement of this matter of the distribution. Many of them had had large sums in this company for 10 years, and now that they saw a profit of £130,000 odd it seemed to him a little hard this amount should not be divisible. They might apply for an injunction to restrain the company from parting with any of that £130,000, and that would bring about a settlement by the Court.

The resolution was carried, and the proceedings terminated.

The author of "The Ocean Carrier" (Mr. J. Russell Smith, Ph.D.) is much impressed as to the disturbing results which will follow the opening of the Panama Canal. It will, he maintains, give such an added opportunity for vessels to take shorter routes, and to switch from route to route. Here is an indication of probable switching:—

It is now the custom for liners going out from Europe to China to end the voyage at Yokohama. But once in Yokohama, the most economical route for the return is by way of America, provided Panama were passable. The steamers could discharge and receive cargo at Hongkong and Shanghai, and continue from Yokohama to San Francisco. The freight conditions in this part of the world favour this practice, because the trade from China and Japan toward Europe is much lighter than that going the other way. The steamers at Yokohama are, therefore, in a position to take the abundant freights of California, and

thus adopt the practice that is being, and has been long, followed by many sailing ships that have discharged cargoes in the ports of East Asia. This prediction is further strengthened by the recent establishment of a line of steamers running from England to China and Japan, and then for the sake of a return cargo going on to Portland and Seattle, securing nearly a full cargo of wheat, returning thence to Asia, where such other cargo as may be secured is added, and the whole carried westward through the Suez Canal to Europe.

If the Suez Canal tolls should be as low as those at Panama (which is very unlikely) the use of the American route by regular lines from Japan to Europe would be probable because the temptation of Pacific coast freight would continue strong and would certainly, as at present, draw many tramp vessels across the North Pacific.

Auctions.

PUBLIC AUCTION.

THE Undersigned have received instructions from A. L. STRIM, Esquire,

to sell by

PUBLIC AUCTION,

on

MONDAY,

the 28th June, 1909, at 2 P.M. within his Residence, No. 1, The Albany,

THE WHOLE OF HIS VALUABLE HOUSEHOLD FURNITURE,

Comprising:—
SILK TAPESTRY DRAWING ROOM SUITE, Double BRASS-MOUNTED BEDSTEADS with MATTRESSES, MARBLE-TOP BUREAUS, Single and Double WARDROBES with BEVELLED GLASS, TEAK-WOOD HATSTAND with BEVELLED GLASS, DINING ROOM SUITE by Messrs. Wm. Powell & Co., Ltd., BLACKWOOD DESKS, VELVET-PILE CARPETS and RUGS, OIL PAINTINGS and ENGRAVINGS, OLD CHINESE VASES and WALL PLATES, JARDINIERES, STANDAIDS, PANTRY and KITCHEN REQUISITES, and a quantity of HOUSEHOLD LINEN.Also
One UPRIGHT IRON GRAND PIANO by Robinson Piano Co., One GRAMOPHONE with RECORDS, AND

A Unique Assortment of OLD WEAPONS. Catalogues will be issued. Electric fans will be used during Sale. On view from Saturday, 26th instant. TERMS:—As usual.

HUGHES & HOUGH, Auctioneers.
Hongkong, 18th June, 1909. [489]

PARTICULARS AND CONDITIONS of the letting by Public Auction Sale, to be held on MONDAY, the 28th day of June, 1909, at 3 P.M., at the Office of the Public Works Department, by Order of His Excellency the GOVERNOR, of the LOT OF LAND, at Tai Hang, in the Colony of Hongkong, for a term of 75 years, with the option of renewal at a CROWN RENT to be fixed by the Surveyor of His Majesty the KING, for one further term of 75 years.

PARTICULARS OF THE LOT.

No. of Subdivisions	Locality	Boundary Measurements	Contents in Square Feet	Annual Rent	Upset Price
No. of Subdivisions	Locality	Boundary Measurements	Contents in Square Feet	Annual Rent	Upset Price
1	East of Nanking Road, Tai Hang Village.	ft. ft. ft. ft.	ft. ft. ft. ft.	\$ \$ \$ \$	\$ \$ \$ \$
6		50 50 71 55	3,780 (about)	40	1,151

Hongkong, 19th June, 1909. [493]

Intimations.

JUST LANDED:

The well-known and famous brandy

"Bisquit Dubouche & Co."

XXX Very Old Fine \$2.50

V.O.C.B. Guaranteed 20 Years

Old 5.50

ALSO

QUINQUINA? QUINQUINA?

DUBONNET?

FRENCH STORE,

Sole Agent,
Hongkong, 30th April, 1909. [49]

COLD STORAGE.

THE HONGKONG ICE COMPANY, LTD., have now 40,000 cubic feet of COLD STORAGE available at EAST POINT. Totes will be Open at 10 A.M. and 4 P.M. daily, Sunday excepted, to receive and deliver perishable goods.

G. K. HAXTON, Manager.
Hongkong, 6th January, 1909. [50]

LEE YEE

HAIR DRESSING SALOON

HAS ALWAYS ON HAND

CIGARS, CIGARETTES

AND TOILET REQUISITES

FOR SALE

14, D'AGUILAR STREET,
Hongkong, 21st September, 1909. [49]

Intimation.

A. S. WATSON & CO.,
LIMITED.

ESTABLISHED A.D. 1841.

CHEMISTS

BY APPOINTMENT TO HIS EXCELLENCY THE
GOVERNOR AND HOUSEHOLD.Watson's
HYGIENOL,
AND
BUBONIC PLAGUE!It has been proved by repeated experiments
that "WATSON'S HYGIENOL" is the
most potent agent for the destruction of fleas,
especially rat fleas.It has now been proved that Plague is
conveyed to human beings by means of fleas
from rats which have died of this disease.All risk of infection can be avoided by
washing the floors, etc., or sprinkling where
the fleas are likely to be with a dilute solution
of "WATSON'S HYGIENOL." A tea-
spoonful to a pint of water, or a teacupful to
three gallons, makes a solution of the strength
required for this purpose.HYGIENOL IS A POWERFUL
DISINFECTANT AND
GERMICIDEPrice per Pint.....50 cents
" " Gallon.....\$2.00A. S. WATSON & CO.,
LIMITED,
HONGKONG DISPENSARY

KOWLOON DISPENSARY.

Hongkong, 17th March, 1909.

NOTICE.

All communications intended for publication in
"THE HONGKONG TELEGRAPH" should be
addressed to The Editor, 1, The House Road, and
should be accompanied by the Writer's Name and
Address.
(Ordinary business communications should be addressed
to The Manager.)
The Editor will not undertake to be responsible for
any rejected MS., nor to return any Contribution.

SUBSCRIPTION RATES (IN ADVANCE).

DAILY—\$36 per annum.
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The rates per quarter and per annum, proportional
Subscriptions for any period less than one month
will be charged as for a full month.
The daily issue is delivered free when the address is
accessible to messenger. Post subscribers can have
their copies delivered at their residences without
any extra charge. On copies sent by post an
additional \$1.80 per quarter is charged for postage.
The postage on the weekly issue to any part of the
world is 80 cents per quarter.
Single Copies, Daily, ten cents. Weekly, twenty-
five cents (for cash only).

BIRTH.

On June 17, 1909, at Shanghai, Mr. and Mrs.
NISHIGORI, I. M. Customs, a son.

The Hongkong Telegraph

HONGKONG, WEDNESDAY, JUNE 23, 1909.

THE WAY TO RIGHT.

The latest contribution to the knowledge of
Chinese history, with special reference to their
skill in warfare, has just been issued by the
publishing house of Mr. John Murray (London).
The work is entitled "The Book of War," translated
from the Chinese by Captain E. F. Calthrop. Acquaintance with the
contents of this work is given in the literary
columns of the *Pull Mall Gazette*. The reviewer
in our English contemporary notes that
history shows that the Chinese owe much of
their prosperity to their success in war. Skillful
in its practice, they made a science of its theory,
and were, perhaps, best when, prone upon their
kneels, they fulfilled the functions of the critic.
In the past, the two masters of the theory of
war were Sunzi and Wuji, who lived in the
fifth century B.C. and may be said still to ex-
ercise a potent influence. Little is known of
the life of either authority. In a measure
they were professional strategists, whose
services fell to the boldest, the biggest

bidder. As such they were accepted by all
soldiers, by Japanese as well as by Chinese.
While their treatises were regarded as espe-
cially valuable. In Japan, where successive
generations of soldiers were brought up on the
principles of Wu and Sun, their writings and
sayings were shielded from too much publicity
until the older methods gave way to the more
scientific works of European authorities. By
that time, however, the sayings of Wu and Sun
had become proverbs to be learnt by heart, and
stored in the mind ready for immediate ap-
plication, while Japanese belief in the import-
ance of a knowledge of the enemy, and his
resources of preparation and training has grown
out of the long study of the maxims of these
Chinese sages. In many ways study of the
principles of Sun and Wu affords a striking
illustration of the continuity of military thought
that may be discovered by comparing the
teachings of the various schools of war that
have flourished from time to time with that
established by these two Chinese. The Chi-
nese masters, however, have held their own be-
cause they deal chiefly with fundamentals—with
the influence of politics and human nature on
military operations, which time have shown, in
the main, to be unchanging. For example, the
value of despair in making an army fight well
is pointed out and Sun declares the prudent
general to be he who fights at a distance from
his base, so that the risk of desertion is mini-
mised and the greatest display of energy
secured. At the same time the prudent general
will see that his enemy is not quite surround-
ed, or the defence will be as stubborn as
the attack, and many killed, a line of retreat
left to be of value to the attacking force,
because it impairs the energy of the struck
troops and weakens the resolution of their
general. The price of victory is regulated by
many things and Wu teaches the wisdom of
keeping the troops warm, dry, and well-fed.
Sunshine has an exhilarating effect, says Sun,
and troops are inspired by a forest of banners,
from the sight of which, too, they derive a feel-
ing of security. Both sages agree on the view
that the man on the spot is the best judge of what
is required by the situation; while Sun observes
that the art of war is the secret of making the
enemy tire himself with useless exertion, while
the opposing force reserves itself for the attack.
"Care must be shown in selecting ground,
and no general of standing in his profession
commits the folly of a frontal attack. The in-
fluence of ground on war is insisted upon, and
the lessons are those still taught. In much
else, also, this book of fifth century B.C. prin-
ciples of war is as up-to-date as anything just
written. In every way it deserves to be read
by the modern disciples of Sun and Wu, while
heartily congratulations may be offered to the
British officer, Captain E. F. Calthrop, who has
rendered into admirable English the original
Chinese text.

LOCAL AND GENERAL.

PRINCE JO resigned his post of Resident
General of the Eastern Provinces in favour of
Viscount Sone, and succeeded Marshal Yam-
agata as President of the Privy Council. The
Emperor of Japan has issued a rescript eulogiz-
ing Prince Ito's services in Korea.

Two petty officers of the American Squadron
now in Japanese waters, who were charged
with having stolen gun-fittings from their ships,
have been sentenced to five years' imprison-
ment each. A bluejacket, found to have been
an accomplice, was sentenced to two years' imprisonment.

News of a sad harbour fatality reached us late
yesterday afternoon, when a petty officer be-
longing to one of the warships at present on
the China Station lost his life by falling be-
tween two torpedo-boats. The funeral took
place at Happy Valley yesterday afternoon and
was largely attended.

INFORMATION has been received by Mr. Amos
P. Wilder, Consul-General for the United States
at Shanghai, that ex-President Fairbanks, who
has been paying a visit to Japan, will proceed
with his party to Korea and China and after-
wards go to Russia and Scandinavia for the
summer, returning to China and the Philippines
in September.

ONE hundred Chinese have laid hands upon
six Japanese raftsmen on the lower reaches of
the Yalu River. H.E. Hsi Liang, Viceroy of
Manchuria, has telegraphed instructions that
the necessary steps be taken to release the
captives and restore order. Five hundred troops
have been dispatched to the disturbed locality
from Fenghuangcheng.

A WRITER in the *Shanghai Mercury* says:—
"When is a broker not a broker?" is the very
latest conundrum. Various answers are given.
One is, "When instead of selling, he is sold."
Another, "When the Law says he mustn't take
the Profit." Another, "When he's too much
'concerned'." Still another, with a spice of
gall and much truth in it, "When the market
goes in his favour."

MR. Mackenzie King, Canada's representative at
the Opium Conference recently held at Shang-
hai, has returned to Ottawa. During his visit
to the East he took occasion to investigate the
question of Oriental immigration into Canada
and reports that the arrangements effected by
Canada with China, Japan, and the Indian
authorities a year ago are working to the entire
satisfaction of all concerned.

MESSRS. Longmans have nearly ready a work
on "The Guilds of China with an Account of
the Guild Merchant, or Co-Hong of Canton," by
Hoshea Ballou Morse. The author is the well-
known former Statistical Secretary to the In-
spectorate-General of Customs in China. Mr.
Morse has retired, and it is well-known, pro-
poses to devote the leisure he has earned to
writing on China subjects. This will be the
first of it, it is hoped, much that will flow from
his pen.

Telegrams.

"HONGKONG TELEGRAPH"
SERVICE.

RAILWAY ENGINEERS.

EMPLOYMENT OF FOREIGNERS.

[By courtesy of the "Shing Po"]

Peking, 21st June.

Grand Councilor Chang Chih-
tung has asked the Waiwupu to call
for particulars of the terms and con-
ditions under which foreign railway
engineers are employed in China.

ARMY REORGANISATION.

TIEH LIANG'S SCHEME
CRITICIZED.

[By courtesy of the "Shing Po"]

Peking, 21st June.

In a memorial to the Throne,
Viceroy Tuan Fang has condemned
the regulations drawn up by Tieh
Liang with regard to the Army.

An Imperial decree has been issued
calling upon Tieh Liang to reply to
the criticisms, in consequence of
which Tieh Liang has applied for
leave of absence.

RETRENCHMENT.

NA TUNG'S RECOMMENDATION.

[By courtesy of the "Shing Po"]

Peking, 21st June.

Grand Councilor Na Tung has
submitted a memorial urging that
instructions might be issued to all
Provinces to emulate the example
set by the Three Eastern Provinces
in dispensing with superfluous offi-
cials thereby curtailing avoidable ex-
penses.

RUSSIA IN MANCHURIA.

WITHDRAWAL OF TROOPS.

[By courtesy of the "Shing Po"]

Peking, 21st June.

H.E. Hsi Liang, Viceroy of the
Three Eastern Provinces, has reported
that Russia has withdrawn three
companies of troops.

TANG SHAO-YI.

DEPARTURE FROM SHANGHAI.

[By courtesy of the "Shing Po"]

Shanghai, 21st June.

H.E. Tang Shao-yi is to leave
Shanghai for Peking to-day (21st
inst.).

THE appeal case in the matter of His Excel-
lency the Governor versus Mr. Chu Ping—a
land reclamation question which readers will
remember, and which has been reported fully
in our columns, will be heard before the Full
Court on Monday morning. The application
was made by Sir Henry Bickley.

REUTER'S Peking correspondent is to be con-
gratulated on the fact that at the ordinary
general meeting of Reuter's Telegram Co. in
London last month, the chairman, Admiral Sir
John C. Dalrymple-Hay, said that they were
first with the news of the deaths of the Em-
peror and Dowager Empress of China. They
continued to pay special attention to their
interests in the Celestial Empire, but progress
was slow for while news services were pre-
sented, it was not yet sufficiently understood
that telegrams and agencies involved expenses for
which a return must be found. These remarks
applied more particularly to North China.

THE presiding members of the Ministry of
Finance have proposed to adopt two denomina-
tions of silver coins as principal medium of
currency, namely, one dollar coins, to be six
times five candareens in weight and to ex-
change for one hundred copper cents, and one
and a half dollar coins to be of nine mace
seven candareens fine in weight, and equiva-
lent to one hundred and fifty copper cents.
There would then be subsidiary coins of 50,
20 and 10 cents denominations, with a white
metal coin at the value of twenty to a dollar.
As to copper coins, there would be two cents,
one cent, five, two, and one cash. One hun-
dred cash would exchange for ten cents and
one thousand cash for one dollar. In order to
ensure success in the proposition, Duke Tsai
Tao, the President, is carefully considering the
subject before coming to a decision.

Cause Celebre.

MR. DIXON UNDER CROSS-
EXAMINATION.

AFTERNOON OF NON-INTERESTING FIGURES.

When the trial resumed in the Supreme
Court, this morning, in which Mr. Clive Flet-
cher Dixon, a Hongkong solicitor, is being
called upon to show cause why he should not
be discharged, there was a large crowd in attend-
ance. There was quite a number of the
Colony's influential men present throughout the
day's proceedings, and they followed the trial
with evident interest.

Shortly after half-past ten o'clock the judges
(Sir Francis Pigott and Mr. Justice Gompertz)
arrived in Court, and the defendant returned to
the witness-box for examination by his Counsel
(Mr. H. G. Calthrop). Like yesterday he gave
his evidence in a straightforward manner, and
every word he uttered could be heard all over
the court-room. At times he showed signs of
nervousness, but this only lasted a short while.

Mr. Dixon stated that he first saw Gulab in
January, and he made an entry in his diary of
the visit.

The Chief Justice—Gulab's evidence does
not strengthen the case and I think that charge
should be dropped.

Mr. Calthrop—Very well. (Proceeding)—
What clients did you see on the 26th March?

Witness—I saw Captain La Pique.

Who is he?—He is the representative in
Hongkong of the Compagnie Francaise.

What did he come to see you about?—He
came to give me instructions about a power of
attorney in my own name to sell on his behalf
650 shares in the Messageries Cantonaises to a
Chinese syndicate here for whom I was acting.

The shares were for \$100 each fully paid up.

How long had you known Captain La
Pique?—Two years.

What did you do?—I took him in and in-
troduced him to Mr. Hastings as I believed he
was a good client.

What happened?—Mr. Hastings suggested
that his name in addition to his own should be
included in the power of attorney, which was
executed the next day, and he (the Captain)
deposited with me the share certificates.

Who drew up that power of attorney?—I
did.

When was the power of attorney
signed?—On the 27th.

What happened after your interview with
Captain La Pique?—Mr. Hastings said he
wanted to speak to me after five o'clock. I went
into his room. He said he wanted to speak to
me about a very serious matter. He said he
had reason to believe I had taken money be-
longing to the office. I denied it. He said
he had made independent inquiries and he was
sure that it was so. He said he had seen
witnesses and had obtained their written
statements; that he had forwarded
statements to his brother and had re-
ceived a cable from his brother telling him to
do what he thought best in the matter. I
emphatically denied the charges and I asked
for particulars of the alleged acts of misap-
propriation. He said he was not then in a position
to do so, but that they consisted of small sums
in respect of Police Court cases. He said I
must go away. He suggested that I should
go to Japan ostensibly for a holiday, and
that I should never return. He also suggested
that I should go to Shanghai and start practising
there. He said I would do very well there.
He also said that Hung Kam Ning, the late
interpreter, was in it with me. He said he had
seen Hung and that Hung had made a clean
breast of it. I told him I knew nothing at all
about the charges, and I said that it would be
better if I stayed away from the office until the
matter had been disposed of. He told me not to
do that, but to come down to the office as usual.
He also said that if I went away to one in
the East would not know why I went away.
He said he had spoken over the matter to
two friends and that they were very discreet.
He told me to think over the matter about
going away, and the interview ended. I left
the room then. I had been in my room for
about three minutes when I was called back.
Mr. Hastings said he did not want to ruin me,
but unless I resigned he would prosecute me.
I again told him I had not taken any of the
office money; told him that I had presents
once or twice from clients, and he told me
he had proofs that I had embezzled the firm's
money. I told him I had no occasion to steal
such small sums, and that I always had a
current account in the bank, something like
\$1,000. I reminded him that I had, since
I came to the Colony, a joint mortgage
with Mr. Hastings for \$8,000—\$4,000 for me
and \$4,000 for him. He said the whole
cause of the trouble was living as I did
live, and spending more money than I
could afford. I said that my ordinary ex-
penses did not exceed \$350 a month, and he
said it was impossible to keep up a separate
establishment on that amount. He again asked
me to think over the question of going away.
And the second interview ended.

Did you go down to the office on the next
day?—Yes.

Continuing, Mr. Dixon said that after the
interview with Mr. Hastings he made a note
of them and handed it to Mr. Harston. After
that he received a letter from Mr. Hastings—
the letter of accusation, accusing witness of having
admitted taking the money. The same evening
witness saw Mr. Hung and the next morning he
saw Mr. Harston, with whom he arranged to
take Mr. Hung's statement. Mr. Harston had an
interview with Hung, at which Hung made a
statement. The witness was present then.

In consequence of that interview what hap-
pened?—On 2nd April, Messrs. Ewens and
Harston wrote a letter to Mr. John Hastings,
on my behalf, denying that I had made any
admission, and denied the charges.

The letter was then read, as follows—
2nd April, 1909.

Dear Sir,—We have been consulted by
Mr. C. F. Dixon relative to your letter to
him of the 21st ult., and Mr. Dixon has

informed us of what took place at your
interview with him on the 26th ult.
Mr. Dixon instructs us that at such in-
terview he denied the charges which you
advanced against him.

In the first paragraph of your letter un-
der reply you allege that, at the interview
in question, the charges were admitted.

We are instructed to say that such was
not the case and that the charges in ques-
tion were then and still are denied.

We have further to inform you that, in
view of your statement to Mr. Dixon at
the interview of the 26th ult., above alluded
to that Mr. Hung Kam Ning had admitted
that the charges were true and that he was
implicated, Mr. Harston has seen Mr.
Hung Kam Ning and has been informed
by him that he has not only never admitted
the truth of the charges, but strenuously
denies them.

Under the terms of the Agreement dated
the 15th April, 1907, made by your firm
with Mr. Dixon, he is entitled to certain
substantial rights—which rights he is the
more entitled to by reason of the fact that
he has, in reliance upon the due recogni-
tion by your firm of those rights, partly
performed the terms of such Agreement.

This Agreement we gather from your
letter under reply, you are desirous should
be cancelled, but, upon the facts laid before
us, we have advised Mr. Dixon he should
refuse to sign the Agreement of Cancellation
which you have prepared and en-
dorsed upon the original Agreement.

With reference to the question of the
money paid for his admission as a Notary
by Messrs. Sharpe Parker & Co. (who we
understand are your London Agents) we
have advised Mr. Dixon that, upon the facts
laid before us by him, it is perfectly clear
that your firm and your firm alone is legally
liable to reimburse Messrs. Sharpe Parker
& Co. the amount disbursed by them.

In view of the position raised by the
charges brought by you against Mr. Dixon
we can well understand (as we are infor-
med is the case) that the relations between
you are somewhat strained and the position
altogether by no means a desirable
one from Mr. Dixon's point of view.

It is possible that if Mr. Harston could
meet you to discuss the matter some satis-
factory arrangement might be arrived at, but
you will please distinctly understand that
in the meantime, Mr. Dixon claims that
his rights under the Agreement above
mentioned are valid and subsisting.

Yours faithfully,
(Sd.) EWENS & HARSTON.

John Hastings, Esq.

Was that the letter?—Yes.

On that day did you receive a letter from
Mr. Hastings?—Yes. A short letter asking
me to cancel my agreement with the firm.

What did he say?—He said: "Well, Dixon,
so you have determined to fight me?" I said:
"I don't want to fight but I won't go away as
I want to see you." Mr. Hastings replied
that if I didn't go away, he would ruin me.

He also said: "Why don't you go to Canada?
If I were a young man, and if I were
down on my luck, I would go there. There
is plenty of money to be made." I said I
would prefer to remain in Hongkong, where
I could make a living. Mr. Hastings said that
he would not allow me to remain in Hong-
kong, as I should "cut" into his business.

(Those were the words Mr. Hastings used.) I
said I did not think I would do him much harm.
I promised I would undertake not to take away
his clients. Mr. Hastings replied that such an
undertaking was not practical. He also said:
"What will the other solicitors say, if I were
to allow you to remain here and open another
office? There are too many solicitors' firms
here already." I said I could possibly get a
partnership in some firm here. Mr. Hastings
replied that no one would give me a partner-
ship after he had finished with me. He said I
had admitted taking office money and I told
him I had not. He said no one would believe
my word against his. I then left his room.

Mr. Calthrop—Did you instruct your solicitor
to write to Messrs. Wilkinson and Grist on the
6th of April?—Yes, I instructed Mr. Harston
to write a letter.

Did you continue in Messrs. Hastings and
Hastings' office?—Yes, I remained there till
the 30th of April. In the meantime negotia-
tions were going on to have the dispute settled
by arbitration. At that time, it was considered
it would be in the interests of both parties to
avoid publicity. There was an understanding
to that effect. Messrs. Hastings and Hastings
violated the agreement by suspending me on
the 'miserable pretext'—it was a miserable
pretext, as I will presently show your Lordships
—by putting me in a doubtful light.

That was in the letter of the 6th of April?

Yes.

You answered that letter on the same day?

Yes.

(To the Court) The instance Mr. Hastings
gave was that I had been rude to a client.

This man had been brought to Mr. John
Hastings by one of Ah King's boatmen and
Mr. Hastings asked me if I would take the
necessary steps to have defendant's boat at-
tached. I made the usual application for the
boat's attachment. Messrs. Wilkinson and Grist
appeared for the defence and applied for the at-
tachment to be discharged. Subsequently,
Messrs. Wilkinson and Grist wrote on behalf
of their client that I had stolen the books. I
saw the man and—

Here Mr. Potter objected to what had passed
between Mr. Dixon and the Chinaman on the
ground that it was irrelevant to the case.

The Chief Justice over-ruled the objection.

Continuing, witness said that at first, the
man denied all knowledge of the books. He
then said that the bailiff took them.

When did you first hear of the specific com-
plaint by this boatman?—When Mr. Hastings
gave his evidence.

On the 29th of May, did you receive a letter
discharging you?—Yes.

With regard to your living expenses, are you
ready to produce all particulars?—Quite ready.

Where do you keep your banking account?
—In the Hongkong and Shanghai Bank.

Are you willing to produce your account at
the bank?—If the other side is willing, I am
perfectly willing to do so.

Mr. Potter said he had no desire to see Mr.
Dixon's banking account.

At this stage, the Court adjourned for five
minutes.

When the Court was re-opened,
The Chief Justice laid it down that the defen-
dant must take the risk of whatever he said in
the box regarding extravagant living. It was
his risk entirely.

The Pulis Judge said that what the witness
(the defendant) said must be evidence and part
of his case.

Mr. Calthrop (to Mr. Dixon)—Now what
money have you received since you have been
here—about?—Perhaps, about \$275 a month,
for the first year, in sterling.

And the second year?—About \$300.

The third year?—\$510, \$360 or \$375.

And the fourth year?—About \$422 according
to Mr. Kent's affidavit, and I received another
\$30 a month on the mortgage.

Where did you get the mortgage money?

From home.

How much?—Between £10 and £40.

Did you receive any other monies from
home?—Yes.

How much?—I received £100. I received
£60. I received £70. I received £40.

Altogether £230?—£270. When I came
here I had £30 then I had £40.

The Chief Justice—On the mortgage?—Yes.
I received all the money from home.

Mr. Calthrop—In the first year what did you
do with your salary?—I saved money each
month I was here.

What was your average living expenses this
year?—About \$335 a month.

What rent do you pay for your house?—\$140
a month.

Do you go to the Dairy Farm for things?—I
dealt with the Dairy Farm for nine months.

What was the average with the Dairy Farm?

—\$114 odd.

What did you pay the Mutual Stores?—
\$10.50 monthly.

Have you got advices?—£9.51.

Have you got your cook's book?—\$62 aver-
age.

What did you pay for servants' wages?—Just
over \$60. Roughly, \$60.

Questions were then asked regarding his
fuel bill.

What are your average travelling expenses?—
\$12.68.

Again small subscriptions like the Golf Club
and other small amounts were explained, in-
cluding ice, soda water.

The total amount comes, then, to about \$325
a month?—That is so.

Have you instructed the Bank to make us a
certified account?—I have.

You suggest that Mr. John Hastings has gone into the box and perjured himself?—I don't know.

I want an answer to the question.—I suggest that Mr. John Hastings in the first place was misled.

Will you give me an answer?—He was misled, and he has been anxious and eager to accept the statements that had been made to him by the Chinese as an excuse for getting rid of his liability to me on the agreement.

You suggest he is still only misled?—No. What do you suggest now?—I suggest that he has willfully, deliberately misconstrued my statement to him, that I had received presents, and that I had misapplied his firm's money.

Do you suggest that he has entered into a criminal conspiracy with the witnesses?—I cannot offer any suggestion.

So do you suggest he was only misled?—I can offer no suggestion.

Can you give any other motive why Mr. Hastings is committing perjury in this way, except that he wishes to save salaries, commission, holidays, etc.?—I say it would strengthen his case at all events.

I wish to ask you whether you can give any other motive for Mr. Hastings committing perjury in this way, except that he wishes to save salaries, commission and holidays?—To strengthen his case, I repeat.

In order to get rid of you from the firm?—Yes, certainly.

In order to ruin you for ever?—That will be the result if the case is successful.

Are you not aware that Mr. Hastings is leaving the Colony at the end of this year—in October of this year?—No, I am not.

Were you ever aware of it?—You were informed that he was—Yes, I was. I understood that he retired last October when he was to stay six months only. It was only gossip.

And then there was going to retire from the firm?—That was the rumour.

Now, that you have heard Mr. Hastings' statement of the facts to that effect, do you believe the rumour was correct?—Mr. Hastings was to leave at the end of the year.

You admit that statement by Mr. Hastings?—I am disposed to dispute it.

That is going to leave the business to be conducted by his brother, Mr. George Hastings?—You know that?—Yes, I suppose so.

Did Mr. Hastings say to you that he attributed this to your keeping bad company and living with a European woman?—Something was said to that effect.

Is that Mr. Hastings' evidence on these points is a mixture of truth and lies?—That is so.

You also suggested that Mr. John Hastings said that you should go to Japan?—Yes, and to Shanghai.

You said you had received presents from clients?—Yes.

Why did you not put that fact into your affidavit?—My affidavit is more complete than that of Mr. Hastings.

Why did you not put that in?—I did not think it was necessary.

But you admit it was an important point?—It may be.

Count then made reference to the first occasion when the respondent was called in by Mr. Hays on the question of the money involved?—It was admitted that the statement made by Mr. Hastings was substantially correct. The witness thought that the remark about receiving small sums was an invention.

The Court adjourned for an hour for tiffin.

So after two o'clock the proceedings continued, and Mr. Dixon returned to the box for further cross-examination. He said, in answer to Mr. Potter, that he had taken presents from clients after transactions had been completed before.

What form did those presents take?—Jewellery and sometimes money. I had also two clock watches.

In two occasions you said you have had presents?—One or two occasions.

Was that without the knowledge of your employers?—With the knowledge of my employers. It was only last Christmas I received a silver cigarette case and I showed it to Mr. John Hastings.

Were your employers aware that you had received money?—I don't know. I received a certain sum and I think Mr. George Hastings knew about it.

What were the amounts?—Altogether?

In each particular case, I have received \$100 on two occasions, and \$50 on two occasions. That was practically all I received.

Do you think it was proper conduct to take \$50 as a present from your clients without the knowledge of your employers?—I see no reason why the client should not give me a present after the case was finished.

Therefore you did not think it proper?—I did not think it improper.

Have you heard of the letter written by Mr. John Hastings to his brother, George Hastings?—I have.

Mr. Dixon admitted certain parts of the letter, but denied that he had taken, according to the letter, any of the firm's money.

The letter was read.

Do you say that this is an untrue letter?—Substantially untrue.

Can you suggest why Mr. Hastings should write this untrue private letter?—It may be part of the scheme of getting rid of me.

Do you not know that this letter could not be put in evidence by Mr. Hastings himself?—That is so.

How could it help him then in getting rid of you?—It was mentioned in his agreement.

How could it support his scheme?—It is a point of law, and I am not prepared to answer it.

Do you see any reason why Mr. Hastings should write this letter to you?—To get rid of me.

And later on you saw Mr. Fung?—Yes, at my house.

And when did you see Mr. Harston?—The next morning.

The first denial you made on paper was after you had seen Mr. Fung?—Two days later.

Is Mr. Fung in the Colony?—Your witness said he was in Canton.

Don't you think he would be a valuable witness to you?—He would be a valuable witness to you.

Answer the question, please.—He would be a valuable witness to me if he repeated what he had said to Mr. Gedde and Mr. Harston.

Why didn't you get him to make an affidavit?—He would not.

Was it not one of your objects when you saw Mr. Harston to clear your character?—Yes.

To prevent myself being driven out of the Colony by Mr. Hastings?

Do you agree with Mr. Harston that your rights were substantial rights?—Certainly.

I put it to you that you were prepared to forego your substantial right if Mr. Hastings allowed you to practise here?—I was.

You were prepared to enter into an agreement with a man who is charged with misappropriating money?—At that time.

And you were prepared to take no further steps to clear your character?—At that time we knew of the charges which Mr. Hastings was thinking of bringing against me, and unless Mr. Hastings did not make it public it did not matter.

Answer the question.—I am not a rich man and I could not afford to enter into heavy litigation to clear my character.

Didn't Mr. Gedde know about it?—Yes.

Didn't Messrs. Wilkinson and Grist know about it?—Yes.

And you were going to practise by yourself when you knew that these people with whom you would have to associate knew all about the matter?—Yes.

And you were going to live down to that accusation?—Because I had not enough money to vindicate my character.

When you had the interview with Mr. Hastings, did you say that I "must deny it or I shall go under altogether"?—It is not so.

So that was a pure invention on the part of Mr. Hastings?—That is so.

Didn't Mr. Hastings say to you? "Why don't you go to Canada; if I was a young man I would go to Canada?"—Yes.

Didn't that convey something to your mind?—Yes, that he wanted to get rid of me.

Was there anyone present at those interviews?—No.

What, therefore, made him tax you with having made those admissions?—I see no reason.

I believe it was in March, 1907, you were consulted by the Kwong Hing Cheung firm against Reuter, Brockelmann & Co.?—Yes.

You had the sole conduct of the case, had you not?—I had.

Do you deny that Wong Hui Tong made you any loans or gave you any presents?—Absolutely.

In January, 1907, he paid you \$500 for costs?—Yes.

And he said he paid you \$200 as a loan?—That is false. I may add that I am not sure whether Wong paid me the money personally.

In Wong's evidence, you might remember, he said that some of the monies were paid by his agents.

Why should Wong Hui Tong come here and perjure himself?

The witness was understood to say that the reason why Wong came to Court was because he wanted something from Mr. Hastings.

Are you prepared to swear that Wong Hui Tong did not pay you \$350 for costs?—No.

On May the 5th, didn't Wong make you a loan of \$150?—No.

On 23rd June, did he lend you \$300?—That is false.

On the 29th didn't Wong pay you another loan of \$50?—No.

And what about the \$3,500 paid to you for costs?—No. That money was paid to Mr. George Hastings.

When was the receipt given for that money?—The money was paid on Saturday, but the receipt was given—signed by Mr. George Hastings—on Monday.

Please add up the accounts of costs which were paid to your firm down to the 17th July?—\$11,575.

Now, will you deduct from that \$4,500 paid into Court as security for costs?—\$7,075.

Will you look at the portfolio of 17th July? How much do your costs come up to that date—17th July?—Profit costs \$5,316.

Will you tell how much was due to Counsel for fees up to 17th July?—\$2,500.

Wasn't it \$3,675?—No.

So that makes \$7,816 in all—amount due to Messrs. Hastings and Hastings for costs?—Yes.

That would leave the Kwong Hing Cheung firm \$741 due to Hastings and Hastings?—Yes.

At this stage the jury's verdict, and the Chief Justice's decision on the technical question of trespass in the Kwong Hing Cheung—Reuter, Brockelmann case, including dates, &c., was gone into.

After this, Mr. Potter questioned Mr. Dixon at length on the question of the amount paid to him by Wong Hui Tong and others in the matter of costs. This took some time and needed certain books and documents being consulted.

Is it true that you offered \$10,800 to Wong to close the whole affair?—It is not true. There was only \$10,300 in the client's account.

So he is quite wrong about that?—Absolutely.

Wong Hui Tong said to the Court that you offered him \$10,800 in full payment and that he refused it in the absence of a detailed account?—That is absolutely untrue.

At this stage the case was adjourned until to-morrow morning.

With reference to the report of the Police Court case appearing in our last issue, our attention has been called to the fact that we inadvertently reported Mr. James Marshall as having brought up the case. It was Mr. George Hoggarth who proceeded against Miss Elizabeth Marshall for using abusive and insulting language. Mr. Marshall issued a cross-summons for assault. Both parties were bound over to keep the peace.

PROPERTY SALE.

\$8,000 FETTERED.

A property sale took place this afternoon at Mr. G. P. Lammett's sales-room, when all that piece of ground known and registered in the Land Office as Section H. of Inland Lot No. 430, together with the messuage erections and buildings thereon known as No. 28, Cross Street, was put up by public auction. The annual Crown rent is \$9.60 and the area is 636 square feet or thereabouts. The property is held for the unexpired residue of the term of 999 years commencing from the 29th May, 1855, created by an indenture of Crown Lease of the whole of the lot dated the 17th October, 1855.

Mr. Leung King Nam offered \$8,000 for the property, and no advance being made on that sum, the property was knocked down to that gentleman at his own price.

ANTI-OPIMUM CAMPAIGN.

ANOTHER IMPERIAL EDICT.

Peking, June 17.

On the 22nd of the 2nd moon, this year, We issued an explicit Edict proclaiming the important anti-opium measures to be adopted and their division into prohibition of smoking and plantation. We have, however, that the officials sent by the various Ministries and Offices in Peking to be examined as to their habits, are mostly petty officials of unimportant rank, and those who hold important appointments have seldom submitted to the test.

Moreover, some of them have resumed smoking after having broken off the vice. It shows that the prohibition is enforced in a perfunctory manner. We find that prohibition of smoking is foremost in importance a opium suppression.

According to reports from the provinces, poppy plantation has been entirely or partly prohibited, which shows that conscientious efforts have been put forward.

Should smoking not cease after plantation has been entirely prohibited, people would be addicted entirely to foreign opium. The poison would be worse. More money would be wasted and greater harm would be done. This would violate hygienic and economical principles.

The Anti-Opium Commissioners are commanded to ask the Peking and provincial authorities to institute inquiries and to subject doubtful officials strictly to examination. Viceroy, Governors, Manchou Generals, and officials in charge of educational institutions, are commanded to make strict investigations and prohibit the vice.

In fact prohibition of smoking and plantation must go hand-in-hand, and all Ministries and Offices in and out of Peking are commanded to obey the several Edicts issued and carry out the matter in a faithful spirit. Any apathy in action will entail punishment on the negligent party. —N. C. D. News.

CHINAMAN'S BONES.

ANCESTRAL RELICS USED FOR BUSINESS PURPOSES.

Some of the strange difficulties to be encountered by the railway engineer in China were related to members of the Royal Society of Arts on 19th ult. by Mr. Arthur John Barry.

"If official opposition to railways is now merely a matter of history," said Mr. Barry, "popular superstition still exists, if in a modified form. Fengshui is still a power to be reckoned with. The Fengshui, of a place, as nearly as I can express it, is the luck of the place, but what luck depends upon only the wise man skilled in the mystery can say, and some of the conclusions arrived at after solemn investigation by the sages of Fengshui should put to shame the pronouncements of the sages of the Middle Ages."

"Spirits have to be taken into account, and their accustomed movements only the wise man knows. He only, therefore, can tell you whether the line you have laid out or the works you propose to construct will interfere with the habits of the unseen world or not, and whether any, and if so, what, modification must be introduced."

A MONEY EQUIVALENT.

The question of graves was a simpler one. As the Chinese buried their dead on any piece of unoccupied ground, it was generally impossible to lay out a railway without interfering with graves. But this was no longer an insurmountable difficulty, for the business instincts of the Chinese had triumphed over superstition, and his feelings could be saved by a suitable consideration.

"Any qualms of conscience that may assail him are dispelled by the knowledge that if his final piety is expressed by sufficiently vehement conscientious objections, the amount of compensation he will receive will be proportionately higher. He must, however, be wise enough not to overdo it, for there are several cases, when in deference to the eloquent objections of living representatives of the past generations the centre line of a railway has been deviated, and no earthly could bring it back again to where it was before."

THE COMPENSATION BUSINESS.

The grave question was, however, still serious, for whenever compensation for disturbance was being paid it was remarkable how large a number of ancient and forgotten graves found owners.

"To make sure that a claimant really has a grave to claim upon, sometimes it is the rule to insist on each claimant producing the ancestral relics for inspection, and I know of one unfortunate man who was moved to genuine tears and despair because, after having done a brisk business in hiring out his parents' bones at 50 cents a time to eager applicants for compensation, one of them was careless enough to lose them, with the dire consequence, that the enterprising representative of a family, that in the future would have no friend to welcome him."

GERMAN TROOPS IN N. CHINA.

The following excellent letter, which has been addressed to our Tientsin contemporaries, speaks for itself:—

Sir,—Permit me to inform you that in accordance with Imperial command the East Asiatic Detachment, including the Peking Legation guard of 150 men is going back to Germany to be disbanded.

The Legation Guard in Peking in command of Capt. Dieckmann departs after being relieved by the Marine Detachment on the 10th inst. in the charge of the aforesaid officer.

The East Asiatic Detachment takes this opportunity of expressing its most hearty thanks for the many demonstrations of friendly sociability they have been given as a feeling of genuine regret that the mutual good relations that have subsisted must come to an end owing to this parting.—Yours, &c.

VON BARFUS.

Lt. Col. and Commander, East Asiatic Detachment.

Tientsin, June 9.

THE SHANGHAI ALHAMBRA.

CESSATION OF A PUBLIC SCANDAL.

Once again has Shanghai's noted gambling resort, the Alhambra, drawn a cloth of mourning over its gaming tables. No longer do the roulette balls spin to the accompanying clicking of chips, and instead of the nightly scene of hilarity there is a mournfulness about the so-called clubrooms suggestive of a closing, never to re-open. No reason is vouchsafed for this sudden termination of gambling festivities, and eager patrons anxious to risk their money in the games of chance are wondering what it is all about and when it is to end.

This sudden closing occurred several evenings ago without warning. People arrived as usual after driving past the Settlement limits and were met in the customary manner at the entrance of the establishment by an affable individual clad in dress-suit, but instead of being courteously led to the inner rooms where the roulette wheels were wont to spin unceasingly the guests were invited to partake of liquid refreshments at the big brightly-mirrored bar. If musically inclined they were advised to attend the concert-hall in an adjoining part of the large building where a solitary orchestra faintly tried to instil a measure of encouragement into the atmosphere by the playing of popular airs and now and again a solitary danseuse, airily clad, would appear and perform a light fantastic step or two before the footlights. But gambling? No! That was strictly tabooed. The roulette tables and all gambling appurtenances had disappeared. They had been mysteriously carted away. Where? Nobody knows. The only answer obtainable from the management as to all these strange proceedings was "We have lost heavily during the past few weeks and cannot start the game anew until more banking capital is acquired."

So ends for all time, if reports are true, public gambling in Shanghai. Not because the famous Alhambra establishment is short of funds as alleged or that interminable strife is known to prevail among the gamblers themselves, but as a direct result of the active crusade being persistently waged by the Municipal police against this blot on Shanghai's fair name. The beginning of the end may well be considered to have commenced several weeks ago when the police raided the place and not only carried away part of the gambling paraphernalia but built a barricade on Siccawei Road, prohibiting the public from passing to the establishment. Though the gamblers retaliated by threatening to bring legal proceedings against the police their threats resulted only in bringing about an armistice during which the police barrier was withdrawn and the gamblers resumed their vocation pending an intimation of approval or disapproval from the Spanish Minister in Peking. This long-awaited decision at length arrived and hence the final scene of mourning. What the exact terms are cannot be definitely ascertained, but of one thing all parties are assured and that is: The Shanghai coterie of notorious gamblers can no longer conduct their nefarious traffic. Should they re-open in the future it will be with the aid of some newly discovered legal technicality which has been overlooked. In fact many still consider that a legal "battle royal" with the police will yet occur before the gamblers are finally induced to relinquish their grasp upon Shanghai and purchase steamship tickets for newer fields.

Their troublesome history in conducting what has often been termed Shanghai's "gilded palace of hell" has long been marvelled at by residents throughout the Far East and is usually considered to be a relic of the wars of the past ten years, in the Philippines, the Boxer campaign, and later, the Russo-Japanese struggle. During these strenuous times innumerable camp-followers, gamblers and blacklegs congregated in the East and when peace finally prevailed, the horde, as if by mutual consent, selected Shanghai as a Mecca for future gambling operations. Invariably without either country or religion they swore allegiance to any and various Powers whose representatives were either lax or heedless in regard to assisting the local police authorities in stamping out the gambling vice, and secured what they considered a permanent site for a veritable Monte Carlo beyond the international boundaries, on Chinese soil.

Who the stern director of affairs and political leaveners of this noted place has been for the past few years will perhaps never be legally, definitely known. He is reported to be an insidious worker. Ever in the background, directing operations from a safe legal point of vantage, he has persistently defied Shanghai public ethics with a bravado which now appears to end tragically in the drawing of the closing curtain over his establishment with a mysterious silence, leaving the public to conjecture as to his plans.—Shanghai Times.

To-day's Advertisements.

"SHIRE" LINE OF STEAMERS, LIMITED.

FOR MARSEILLES, LONDON AND ANTWERP.

THE Steamship

"CARDIGANSHIRE."

Captain W. O. Tyers will be despatched as above on or about 11th July.

For Freight, apply to

JARDINE, MATHESON & Co., Ltd., Agents.

Hongkong, 23rd June, 1909. [501]

"SHIRE" LINE OF STEAMERS, LIMITED.

FOR LONDON AND ANTWERP.

THE Steamship

"SEGURA."

Captain Hayes will be despatched as above on or about 20th July.

The attention of passengers is drawn to the excellent accommodation provided by this vessel at cheap rates. She is specially adapted for service in the tropics, being fitted with refrigerating machinery, and electric fans in staterooms. Doctor and Stewardess are carried. Fare to London £35.

For Freight or Passage, apply to

JARDINE, MATHESON & Co., Ltd., Agents.

Hongkong, 23rd June, 1909. [503]

FOR SHANGHAI.

THE P. & O. S. N. Co.'s Steamship

"ASSAYE."

Captain O. Jones, R.N.R., will leave for SHANGHAI TO-MORROW, the 24th June, 1909, at 6 P.M.

For Freight or Passage, apply to

E. A. HEWETT, Superintendent.

Hongkong, 23rd June, 1909. [4]

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.

(Calling at Timor, Port Darwin and Queensland Ports, and taking through Cargo to Adelaide, New Zealand, Tasmania, &c.)

THE Steamship

"EMPIRE."

Captain Helms will be despatched as above TO-MORROW, the 24th June, at 10 A.M.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

The Steamer is installed throughout with the Electric Light.

A Stewardess and a daily qualified Surgeon are carried.

N.B.—To assure the additional comfort of passengers the steamers of the Company have electric fans fitted in staterooms.

For Freight or Passage, apply to

GIBB, LIVINGSTON & Co., Agents.

Hongkong, 23rd June, 1909. [465]

BANQUE DE L'INDO-CHINE.

ANNUAL REPORT.

Some interesting observations on the commercial situation in the Far East appear in the report of the Banque de l'Indo-Chine on the past year. Referring to China, the report notes the unfavourable state of affairs which has prevailed. At Shanghai the accumulated stocks are still very important, and the banks have had to accord very large facilities to commerce to avoid an accentuation of the crisis. Nevertheless, the critical period may be considered as past. The Bank has not suffered serious losses. At Hankow, the future commercial metropolis of China, the operations of the bank's agency show marked progress. In the north, especially at Tientsin, the situation remains bad, and a long period will be necessary before the stocks of merchandise imported, principally for speculation, can be realised. The Bank's agency at Tientsin is of too recent establishment to have suffered from the crisis. There is every reason to be satisfied with the commencement made by the new agency at Peking. The operations at Singapore were maintained at the figure of the preceding year, while the agency at Bangkok experienced much activity and records an all-round advance. The general movement of the productive operations of the bank's branches and agencies rose last year to 1,134,293,163 and that of current accounts to 1,423,640,035, increases of 54 millions and 46 millions respectively, compared with the preceding year. The circulation of the bank's notes oscillated between 57 and 654 millions compared with the figure of 69 millions approached in 1907.

H. E. TIEH LIANG, President of the Ministry of War, has pointed out to the Prince Regent that with the exception of the Hupeh, Kiangsu and Yunnan provinces, each of which has trained one division of troops, and Chihli provinces, in which two divisions have been formed, none of the provinces have formed any divisions, so that the complete organization of thirty-six divisions of troops for the Army in China in the 4th year of Hui'an Tsung, cannot be expected. He advocates the immediate readjustment of finances, so as to provide funds to carry out the army scheme, and that the provincial governments should be forced to contribute the funds required. The Regent fully endorses his views.

Intimations.

THE DAIRY FARM COMPANY, LIMITED.

EXTRA CHOICE SUGAR CURED

BACON and HAM.

VERY MILD

HONEYSUCKLE BRAND.

Only 60 cents a lb.

Hongkong, 4th June, 1909. [500]

ASAHI BEER.

SAPPORO BEER.

OBTAINABLE EVERYWHERE.

MITSUI BUSSAN KAISHA, Sole Agents.

Shipping—Steamers.

CANADIAN PACIFIC
RAILWAY CO.'S

Royal Mail Steamship Line.

"EMPRESS LINE."

Between China, Japan and Europe via Canada and the United States, calling at Hongkong, Shanghai, Nagasaki (through the inland sea of Japan) Kobe, Yokohama, Victoria and Vancouver B.C.

The only line that maintains a Regular Schedule Service of
12 DAYS YOKOHAMA TO VANCOUVER. 21 DAYS HONGKONG TO VANCOUVER.
SAVING 5 TO 7 DAYS' OCEAN TRAVEL.

Proposed Sailings from Hongkong and Quebec.
(Subject to alteration).

Connecting with Royal Mail Atlantic Steamers.

From Hongkong.	From Quebec.
"EMPRESS OF CHINA" SATURDAY, JULY 3RD.	"EMPRESS OF IRELAND" FRIDAY, JULY 30TH.
"MONTEAGLE" WEDNESDAY, JULY 14TH.	
"EMPRESS OF INDIA" SATURDAY, JULY 24TH.	ALLAN LINE FRIDAY, AUG. 20TH.
"EMPRESS OF JAPAN" SATURDAY, AUG. 14TH.	"EMPRESS OF BRITAIN" FRIDAY, SEPT. 10TH.

Each Trans-Pacific "Empress" connects at Vancouver with a Special-Mail Express Train and at Quebec with Atlantic Mail Steamers as shown above. The "Empress of Britain" and "Empress of Ireland" are magnificent vessels of 14,500 tons, Speed 20 Knots, and are regarded as second to none on the Atlantic.

Passengers booked to all the principal ports in Canada, the United States and Europe, also around the World.

HONGKONG TO LONDON, 1st Class, via Canadian Atlantic Port or New York (including Meals and Berth in Sleeping Car while crossing the American Continent by Canadian Pacific direct line) £71.10/-

Passengers for Europe have the option of going forward by any Trans-Atlantic Line either from Canadian Ports or from New York or Boston.

SPECIAL THROUGH RATES (First Class only) are granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services of China and Japan Governments.

Through Passengers are allowed Stop over privileges at the various "points of interest" en route.

R.M.S. "MONTEAGLE" carries only "One Class" of Saloon Passengers (termed Intermediate) the accommodation and commissariat being excellent in every way.

HONGKONG TO LONDON, Intermediate on Steamers and 1st Class on Canadian and American Railways.

Via Canadian Atlantic Port £43.

Via New York £45.

For further information, Maps, Guide Books, Rates of Passage and Freight, apply to—
W. UKADIJOUK, General Manager, Corner Pedder Street and Praya (opposite Blake Pier).

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INDO-CHINA STEAM NAVIGATION CO., LD.

(PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION)

For	Steamship	On
TIENTSIN, WEI HAI WEI & C'FOO	"CHONGSHING"	FRIDAY, 25th June, Noon.
SHANGHAI	"KWONGSANG"	FRIDAY, 25th June, Noon.
MANILA	"LOONGSANG"	FRIDAY, 25th June, 4 P.M.
MOJI & KOBE	"FAUSANG"	SUNDAY, 27th June, 4 P.M.
MANILA	"YUENSANG"	FRIDAY, 2nd July, 4 P.M.
SHANGHAI, YOKOHAMA, KOBE	"NAUSANG"	FRIDAY, 2nd July, 4 P.M.
MOJI	"YUENSANG"	SATURDAY, 3rd July, Noon.
S'GAPORE, PENANG & CALCUTTA, FOUKSANG	"YUENSANG"	TUESDAY, 6th July, 3 P.M.

RETURN TOURS TO JAPAN (Occupying 24 Days).
The steamers "Kwang", "Namsang" and "Fousang" leave about every 3 weeks for Shanghai and Yokohama returning via Kobe (Inland Sea) and Moji to Hongkong, providing a stay of 5 to 6 days in Japan if passengers leave the steamer at Yokohama and rejoin at Kobe.

These vessels have all modern improvements and are fitted throughout with Electric Light.

A daily qualified surgeon is also carried.

Steamers have superior accommodation for First-class Passengers, and are fitted with Electric Light.

Taking Cargo on through Bills of Lading to Yangtze River, Chefoo, Tientsin & Newchwang.

For Freight or Passage, apply to
JARDINE MATHESON & CO., LD.,
General Managers.
Telephone No. 61.
Hongkong, 22nd June, 1909.

CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

For	Steamers	To Sail
SHANGHAI	"YINGCHOW"	24th June, 4 P.M.
SHANGHAI	"CHENAN"	27th " Daylight.
WEI HAI WEI, CHEFOO & TIENTSIN	"HUICHOW"	28th " 4 P.M.
MANILA	"TAIANG"	29th " 3 P.M.
SAMARANG & SOORABAYA	"SHANTUNG"	30th " 4 P.M.
CEBU & ILOILO	"SUANGKIANG"	30th " "
SHANGHAI	"ANHUI"	1st July, "
SHANGHAI	"LINAM"	4th " Daylight.
MANILA	"KAM"	6th " 3 P.M.
MANILA, ZAMBOANGA and USUAL AUSTRALIAN PORTS	"TAIYUAN"	19th " 4 P.M.

Reduced Saloon Fares, single and return, to Manila and Australian Ports.

DIRECT SAILING TO WEST RIVER, Twice Weekly.

S.S. "LINTAN" and S.S. "SANDOL"

AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in Staterooms. A daily qualified Doctor is carried. REDUCED FARES: Cargo booked through for all Australia, New Zealand and Tasmanian Ports.

MANILA-TWIN-SCREW STEAMERS and TIENTSIN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in Staterooms and Dining Saloons.

SHANGHAI LINE.

FAST SCHEDULE TWIN-SCREW STEAMERS (Anhui, Chonan, Linan, Chinkun), with excellent passenger accommodation, Electric Light throughout and electric Fans in the Staterooms and Dining Saloon, leave Hongkong for Shanghai direct every Tuesday and Sunday, taking cargo through Bills of Lading to all Yangtze and northern China Ports.

N.B.—These steamers land passengers in Shanghai avoiding the inconvenience of transshipment at Woosung.

Fares including wines:—\$45 single, \$80 return.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
AGENTS.
Telephone No. 36.
Hongkong, 23rd June, 1909.

HONGKONG—MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila.—Saloon midships.—Electric Light.—Perfect Cabin.—Surgeon and Stewardess carried.—All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA
STEAMSHIP COMPANY, LIMITED.

Steamship.	Tons.	Captain.	For	Sailing Dates.
RUBI	2540	R. W. Almond	MANILA	SATURDAY, 26th June, at Noon.
ZAFIRO	2540	R. Rodger	"	SATURDAY, 3rd July, at Noon.

For Freight or Passage, apply to
SHEWAN TOMES & CO.
General Managers.

12] HONGKONG, 19th June, 1909.

Shipping—Steamers.

SOUTH AMERICAN LINE.

REGULAR STEAMSHIP SERVICE FOR

CALLAO, IQUIQUE, VALPARAISO, Etc., via MOJI, KOBE, YOKOHAMA, HONOLULU, MANZANILLO and SALINA CRUZ (Mexico).

S.S. MANSHU MARU	5,000 tons gross	Sail 1st July, 1909, at Noon.
S.S. AMERICA MARU	5,000 "	30th Aug., 1909, at Noon.
S.S. HONGKONG MARU	5,000 "	26th Oct., 1909, at Noon.
S.S. MANSHU MARU	5,000 "	20th Dec., 1909, at Noon.

For particulars, apply to

K. MATSUDA,

Manager.

TOYO KISEN KAISHA, Yok Building.

Hongkong, 4th May, 1909.

OSAKA SHOSEN KAISHA.

REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG.

(Subject to Alteration.)

TRANS-PACIFIC SERVICE.

Connecting at TACOMA with

THE CHICAGO, MILWAUKEE AND PUGET SOUND RAILWAY,

AND

THE CHICAGO, MILWAUKEE AND ST. PAUL RAILWAY.

(The only direct train service, with out transshipment, also shortest and fastest route from the Pacific Coast to CHICAGO). Taking Cargo on through Bills of Lading to all Overland Common Points in the U.S.A. and Canada, also to the principal Ports in Mexico, Central and South America.

For	Steamers	Tons	Leaves
TACOMA VIA KEELUNG, SHANGHAI, MOJI, KOBE, SHIMIDZU AND YOKO.	"TACOMA-MARU"	6,178	SATURDAY, 3rd July.
Do.	"FITZPATRICK"	4,416	31st do.
Do.	"SEATTLE MARU"	6,178	28th Aug.

The Co.'s newly built steamers have fine speed. Superior accommodation for steerage passengers situated AMIDSHIP. A limited number of Cabin passengers carried at low rates. Best adapted rooms for carrying Silk, Treasure and Parcels. Special attention given towards Express connection.

HONGKONG, SOUTH CHINA COAST PORTS & FORMOSA SERVICE.

Taking Cargo on through Bills of Lading to all Yangtze River and North China Ports, by the steamers to Shanghai.

For	Steamers	Leaves
SWATOW, AMOY, FOOSHOW and SHANGHAI	"BUJUN MARU" Capt. Y. Fuscio	THURSDAY, 1st July, at 10 A.M.
SWATOW, AMOY, ANPING & TAKAO	"SOSHU MARU" Capt. K. Sugi	THURSDAY, 24th June, at 10 A.M.
SWATOW, AMOY & TAMSUI	"DAIJIN MARU" Capt. Y. Kaburaki	TUESDAY, 29th June, at 10 A.M.

Fair speed. Superior passenger accommodation. Electric light throughout. First class cuisine.

The newly built steamers: "CHOSHU MARU" and "BUJUN MARU"—First class Cabin AMIDSHIP.

For information of Freight, Passages, Sailings, etc., apply at the Co.'s Local Branch Office, at Second Floor, No. 1, Queen's Buildings.

Hongkong, 22nd June, 1909.

NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

DESTINATIONS.	STEAMERS.	SAILING DATES.
MARSEILLES, LONDON AND ANTWERP Via SINGAPORE, PENANG, COLOMBO AND PORT SAID	BINGO MARU, Capt. A. Christensen, Tons 6500	WEDNESDAY, 7th July, at Daylight.
VICTORIA, B.C. & SEATTLE, Via KEELUNG, SHANGHAI, MOJI, KOBE, YOKOHAMA, HONOLULU AND SYDNEY AND MELBOURNE, Via MANILA, THURSDAY ISLAND, TOWNVILLE AND BRISBANE	"TANGO MARU," Capt. S. Ishikawa, Tons 8000 "AKI MARU," Capt. K. Sato, Tons 7000 "KUMANO MARU," Capt. N. Mathieson, Tons 6000 "YAWATA MARU," Capt. T. Sekine, Tons 5000	TUESDAY, 6th July, at 4 P.M. TUESDAY, 20th July, at 4 P.M. FRIDAY, 9th July, at Noon. FRIDAY, 6th Aug., at Noon.
KOBE AND YOKOHAMA	"AWA MARU," Capt. A. Keith, Tons 6500	FRIDAY, 25th June, at 5 P.M.
NAGASAKI, KOBE AND YOKOHAMA	"YAWATA MARU," Capt. T. Sekine, Tons 5000	WEDNESDAY, 7th July, at Noon.
NAGASAKI, MOJI, KOBE AND YOKOHAMA	"ATSUTA MARU," Capt. Wm. Thompson, Tons 9000	FRIDAY, 30th July, at 5 P.M.
BOMBAY, Via SINGAPORE AND COLOMBO	"TAKASAKI MARU," Capt. A. Mocker, Tons 5000	TUESDAY, 29th June, at Noon.
SHANGHAI AND KOBE	"TOTOMI MARU," Capt. R. Smith, Tons 4000	SUNDAY, 4th July.

1. Cargo only.

2. Fitted with new System of wireless telegraphy.

EXTRA PASSENGER SERVICE NEW STEAMERS—EUROPEAN LINE.

FOR GENOA, MARSEILLES, LONDON AND ANTWERP, Via SINGAPORE, COLOMBO, SUEZ AND PORT SAID.

THE Company's Newly Built 9,000 Tons Passenger Steamers will be despatched from Hongkong as follows:—

Hirano Maru	(Capt. H. FRASER)	About Wednesday, 30th June.
Kamo Maru	(Capt. F. L. SOMMER)	About Wednesday, 28th July.
Mishima Maru	(Capt. A. E. MOSES)	About Wednesday, 25th August.
Atsuta Maru	(Capt. W. THOMPSON)	About Wednesday, 22nd September.

CHEAPEST PASSAGE RATES TO EUROPE AND AROUND THE WORLD.

CHEAPEST ROUND TRIPS BETWEEN HONGKONG AND JAPAN PORTS.

COMMENCING 1ST JUNE, ENDING 31ST AUGUST, 1909.

Special Excursion Tickets (1st & 2nd class) available for 4 months.

	YOKOHAMA RETURN.	KOBE RETURN.	MOJI RETURN.	NAGASAKI RETURN.
1st Class	\$120	\$110	\$100	\$90
2nd "	\$80	\$70	\$60	\$50

Option of rail between calling ports in Japan.

For further particulars, apply to
T. KUSUMOTO,
Manager.

13] HONGKONG, 19th June, 1909.

Shipping—Steamer.

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.
(Calling at Timor, Port Darwin and Queensland Ports, and taking through Cargo to Adelaide, New Zealand, Tasmania, &c.)

THE Steamship

"EMPIRE,"
Captain Helms, will be despatched as above TO-MORROW, the 24th June, at 10 A.M.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

The Steamer is installed throughout with the Electric Light.

A Stewardess and a duly qualified Surgeon are carried.

N.B.—To ensure the additional comfort of passengers the steamers of the Company have electric fans fitted in staterooms.

For Freight or Passage, apply to
GIBB, LIVINGSTON & Co.,
Agents.

Hongkong, 23rd June, 1909.

THE BANK LINE, LIMITED.

Taking Cargo on through Bills of Lading to all Overland Common Points in the United States of America and Canada, and also for the principal ports in Mexico, and Central and South America.

PROPOSED SAILINGS FROM HONGKONG FOR

VICTORIA, B.C., SEATTLE & TACOMA, Via

MOJI, KOBE AND YOKOHAMA.

Steamer	Tons	Captain	Sailing Date
Oceanic	4,657	F. W. Davies	1st July 1909
America	6,232	J. Matheson	20th July
America	4,583	J. Boyd	25th Aug.
América	5,232	S. Shotton	23rd Sept.

* These steamers are specially fitted for the carriage of Asiatic Steamer passengers.

PARCEL EXPRESS TO THE UNITED STATES AND CANADA.

For further information apply to
DODWELL & CO., LIMITED,
General Agents.

Queen's Buildings,
Hongkong, 18th June, 1909.

HONGKONG—BOSTON—NEW YORK.

14] YORK.

AMERICAN-ASIATIC STEAMSHIP COMPANY.

FOR BOSTON AND NEW YORK VIA PORTS AND SUEZ CANAL.

(With Liberty to Call at the Malabar Coast).

S.S. "ST. PATRICK" On 13th July, 1909.

For Freight and further information, apply to—
SHEWAN, TOMES & CO.,
General Agents.

Hongkong, 16th June, 1909.

CHARGEURS REUNIS.

(FRENCH STEAMSHIP COMPANY).

REGULAR FREIGHT SERVICE

TO

SAN FRANCISCO, MEXICO, PERU, CHILE, RIVER PLATE, BRAZIL.

The steamers of the CHARGEURS REUNIS Co. proceed from YOKOHAMA DIRECT to SAN FRANCISCO, without any call en route thus affording a fast regular cargo-barge service from China and Japan to San Francisco.

THE Steamship

"AMIRAL FOURICHON,"

will be despatched for SAN FRANCISCO and other above destinations on or about the 20th July, 1909.

For further particulars apply to
MESSAGERIES MARITIMES,
Agents at Hongkong.

Hongkong, 28th May, 1909.

REGULAR STEAMSHIP SERVICE TO NEW YORK.

VIA PORTS AND SUEZ CANAL.

(With Liberty to Call at Malabar Coast.)

PROPOSED SAILINGS FROM HONGKONG

FOR NEW YORK:

S.S.

For Freight and further information, apply to
DODWELL & Co., LIMITED,
Agents.

Hongkong, 22nd June, 1909.

THE P. & O. S. N. Co.'s Steamship

"ASSAYE."

Captain O. Jones, R.N.R., will leave for SHANGHAI TO-MORROW, the 24th June, 1909, at 6 P.M.

For Freight or Passage, apply to
E. A. HEWETT,
Superintendent.

Hongkong, 23rd June, 1909.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR

STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

(Through Bills of Lading issued for BATAVIA, PERMAN GULF, ORIENTAL, AMERICAN and SOUTH AFRICAN PORTS.)

THE Steamship

"DEVANHA"

Captain W. Hayward, R.N.R., carrying His Majesty's Mail, will be despatched from this for BOMBAY, &c., on SATURDAY, the 26th June, at Noon, taking Passengers and Cargo for the above Ports in connection with the Company's S.S. "China," 8,000 tons, for Colombo, Passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuable, all Cargo to France, and Tea for London (under arrangement) will be transhipped at Colombo to the Mail steamer proceeding direct to Marseilles and London, other Cargo for London, &c., will be conveyed via Bombay by the S.S. "Himalaya," due in London on 8th August, 1909.

Parcels will be received at this Office till 4 P.M. the day before sailing. The Consignees and Value of all Packages are required.

For further Particulars, apply to
E. A. HEWETT,
Superintendent.

Hongkong, 11th June, 1909.

STEAM TO CANTON.

THE New Twin Screw Steel Steamers

"KWONG TUNG" Capt. H. WALKER.

"KWONG SAI" Capt. M. S. HOWE.

Leave Hongkong for Canton at every evening, (Saturday excepted).

Leave Canton for Hongkong at 5 every evening, (Sunday excepted).

These fine Steamers, owned by Chinese capitalists and Officer by Europeans, are second to none on the River. Excellent accommodation for eighteen First Class Passengers. The Steamers are lit through by Electricity. Electric Fans in State Room.

Passage Fare—Single Journey, \$4.

Meals—Single Journey, \$1.25.

The Company's Wharf is situated in front of the New Western Market, opposite the d Harbour Office.

YUEN ON S.S. CO., LD.

SHIU ON S.S. CO., LD.

No. 8, Queen's Road West

Hongkong, 26th April, 1909.

Intimations.

FURNITURE WAREHOUSE.

COMMERCIAL.

TO-DAY'S EXCHANGE.

Selling.	
London-Bank T.T.	1/9 1/2
Do. demand	1/9 1/2
Do. 4 months' sight	1/9 1/2
France-Bank T.T.	1/9 1/2
Germany-Bank T.T.	1/9 1/2
India T.T.	1/9 1/2
Do. demand	1/9 1/2
Shanghai-Bank T.T.	1/9 1/2
Singapore-Bank T.T.	1/9 1/2
Japan-Bank T.T.	1/9 1/2
Do. demand	1/9 1/2
4 months' sight L/O.	1/9 1/2
6 months' sight L/O.	1/9 1/2
30 days' sight San Francisco & New York	1/9 1/2
4 months' sight do.	1/9 1/2
30 days' sight Sydney & Melbourne	1/9 1/2
4 months' sight France	1/9 1/2
6 months' sight do.	1/9 1/2
4 months' sight Germany	1/9 1/2
Bar Silver	24 1/2
Bank of England rate	24 1/2
Sovereign	11 1/2

SHIPPING AND MAILS

MAILS DUE

Canadian (<i>Empress of China</i>) 24th inst.	
German (<i>Prinz Sigismund</i>) 25th inst.	
Indian (<i>Namsang</i>) 29th inst.	
German (<i>Klatz</i>) 30th inst.	
Australian (<i>Taiwan</i>) 14th prox.	
The C. N. Co.'s s.s. <i>Taming</i> left Manila on 22nd inst. and is due here on 25th inst.	
The s.s. <i>Sikh</i> left Singapore on 19th inst. and is due at this port on 24th inst., a.m.	
The C. P. R. Co.'s s.s. <i>Empress of Japan</i> left Yokohama at noon, on 22nd inst., for Victoria and Vancouver.	
The Imperial German Mail s.s. <i>Prinz Sigismund</i> has left Manila, and may be expected here on 25th inst., at 4 a.m.	
The Imperial German Mail s.s. <i>Luitow</i> , which left here on 18th inst., at 10 a.m., arrived at Singapore on 22nd inst., at 2 p.m.	

THE WEATHER.

The following report is from Mr. F. G. Figg, Director of the Hongkong Observatory:—
On the 23rd at 5 a.m.—Black South Clouds and Black Ball noticed.
On the 23rd at 11 55 a.m.—The barometer is inclined to rise in Hongkong. It has fallen slightly over N. Annam and Tongking.
The depression, which continues moving Westwards, has probably become deeper. It appears to be approaching the N.E. coast of Japan.
Pressure has increased slightly to moderately over Formosa, the Loochoos and Japan; and given way slightly over N. China. It remains high over the Pacific to the E. of Japan.
Moderate E. and S.E. winds may be expected in the Formosa Channel, and strong cyclonic winds and gales over the N.W. part of the China Sea.
Hongkong Rainfall for the 24 hours ending at 10 a.m., to-day, is 5.6 inches.
FORECAST.
L—Hongkong and Neighbourhood, S.E. winds, strongly squally, showery.
L—Formosa Channel, E. and S.E. winds, moderate.
L—South coast of China between Hongkong and Lamocka, S.E. winds fresh.
L—South coast of China between Hongkong and Hainan, E. to S.E. gale.

Shipping.

Arrival.	
Hopsang, Br. s.s., 1,300, J. M. Hay, 22nd June, Java 14th June, Sugar, J. M. & Co.	
Tango Maru, Jap. s.s., 4,637, S. Ishikawa, 22nd June, Shanghai 19th June, Flour, Coal and Milk, &c.—N. Y. K.	
Tongshing, Br. s.s., 1,173, W. Stalker, 22nd June, Canton 22nd June, Gen.—J. M. & Co.	
Haitan, Br. s.s., 1,183, J. S. Roach, 23rd June, Swatow 22nd June, Gen.—D. L. & Co.	
Loonggang, Br. s.s., 1,003, Picknell, 23rd June, Manila via Amoy 14th June, Gen.—J. M. & Co.	
Tijpanas, Dut. s.s., 2,444, A. Pander, 23rd June, Tandjong Pandong (Billiton) 15th June, Gen.—J. C. J. L.	
Obenau, Br. s.s., 1,349, J. L. Brown, 23rd June, Shanghai 20th June, Gen.—B. & S.	
Germania, Ger. s.s., 1,714, C. Jurgensen, 23rd June, Canton 22nd June, Coal, J. & Co.	
Assaye, Br. s.s., 4,358, O. Jones, R.N.R., 23rd June, Bombay and Singapore 19th June, Mails and Gen.—P. & O. S. N. Co.	

Clearances at the Harbour Office.
Chinan, for Canton.
Sado Maru, for Singapore.
Mathilda, for Swatow.
Changshing, for Canton.
Germania, for Wamamatu.
Tan, for Manila.
Tongshing, for Shanghai.
Johanne, for Haiphong.
Tijpanas, for Canton.
Kulung, for Singapore.
Departures.
June 23.
Haitan, for Swatow.
Mathilda, for Newchwang.
Kwonggang, for Canton.
Tungwan, for Canton.
Tan, for Manila.
Prin, for Singapore.
Obenau, for Shanghai.
Changshing, for Canton.
Changshing, for Nagsaki.
Tungshing, for Shanghai.
Hongkong, for Haiphong.
Sado Maru, for Colombo.
Tijpanas, for Swatow.

Passengers arrived.
Per *Haitan*, from Swatow—Messrs. J. Clarke, C. S. Crookshank, and 53 Chinese.
Per *Tango Maru*, from Shanghai—Mrs. A. H. Burton, Messrs. A. J. Israel, J. T. Orville, Mrs. and Miss J. Raymond, Messrs. S. Orville, J. Orville, and 11 Chinese.

Nagamoto, K. Koonag, and Mr. and Mrs. Gorboid.
Per *Chinan*, from Shanghai—Mr. K. Araki.
Per *Tijpanas*, from Tandjong—757 Chinese.
Passengers departed.
Per *Sichuan Maru*, for Seattle, &c.—Messrs. J. MacMillan, D. E. Clark, C. Mihara, Louis K. Holt and Alfred K. Young.
Shipping Reports.
Sir *Chinan*, from Shanghai—Light to moderate, variable winds and rain.
Sir *Haitan*, from Swatow—Fair S.W. breeze, moderate sea, heavy rain squalls.
Sir *Loonggang*, from Manila via Amoy—Dull rainy weather, strong and moderate variable winds.

VESSELS IN PORT.

Steamers.	
Alesia, Ger. s.s., 3,376, J. Ernst, 18th June, Portland, Or. via Japan Ports 19th May, Flour and Coal—P. & A. S. S. Co.	
Arratoon Aparat, Br. s.s., 2,931, A. Stewart, 21st June, Moji 16th June, Coal and Gen.—D. S. & Co., Ltd.	
Bellorophon, Br. s.s., 5,726, T. Bartlett, 11th June, Kobe 5th June, Gen.—B. & S.	
Beaumont, Br. s.s., 1,935, J. Henderson, 20th June, Moji 14th June, Coal—G. L. & Co.	
Cambyes, Br. s.s., 2,445, Bainbridge, 19th June, New York and Sabang 25th April, Kerosene—S. O. Co.	
Cheong Shing, Br. s.s., 1,265, V. McClymont, 21st June, Tientsin via Port 15th June, Gen.—J. M. & Co.	
Chiyeun, Chi. s.s., 1,770, C. Stewart, 22nd June, Canton 21st June, Gen.—C. M. S. N. Co.	
Derwent, Br. s.s., 1,562, J. Jenkins, 22nd June, Saigon 18th June, Rice—Man Fat & Co.	
Drufar, Nor. s.s., 1,102, J. Bing, 21st June, Swatow 20th June, Ballast—H. A. L.	
Empire, Br. s.s., 2,843, P. T. Helms, 20th June, Kobe 15th June, Gen.—L. & C.	
Faunang, Br. s.s., 1,410, S. Malin, 19th June, Saigon 15th June, Rice and Gen.—W. F. & Co.	
Fritbjof, Nor. s.s., 891, O. Andersen, 20th June, Wuhu 15th June, Rice—Aagaard, Thoresen & Co.	
Fukui Maru, Jap. s.s., 4,178, K. Nakagawa, 21st June, from Moji, Coal—M. B. K.	
Germania, Ger. s.s., 1,000, H. Flugel, 17th June, Sydney 27th April, Copra—B. & Co.	
Glenogle, Br. s.s., 2,399, W. H. Paddle, 19th June, Amoy 18th June, Gen.—Seang Tak Hong.	
Ha die, Nor. s.s., 1,065, G. Solberg, 20th June, Bangkok via Swatow 15th June, Gen.—Aagaard, Thoresen & Co.	
Jacob, Dierksen, Ger. s.s., 630, A. Hansen, 19th June, Haiphong via Pakhoi and Hoihow 19th June, Gen.—J. & Co.	
Johanne, Ger. s.s., 1,065, Island, 19th June, Swatow 18th June, Ballast—J. & Co.	
Kaifuku Maru, Br. s.s., 1,903, Suda, 22nd June, Moji 17th June, Coal—M. B. K.	
Keong Wai, Ger. s.s., 1,115, J. Kohler, 20th June, Swatow 19th June, Gen.—B. & S.	
Korea, Am. s.s., 5,651, S. Sandberg, 21st June, San Francisco via Port 21st May, and Manila 18th June, Mails and Gen.—P. M. S. S. Co.	
Laertes, Br. s.s., 1,340, D. C. H. Frampton, 22nd June, Saigon 18th June, Rice—W. F. & Co.	
Lightning, Br. s.s., 1,625, A. E. Gentile, 22nd June, Calcutta via Penang and Singapore 16th June, Gen.—D. S. & Co., Ltd.	
Neumantia, Ger. s.s., 2,704, H. Feldmann, 14th June, Moji 8th June, Coal—H. A. L.	
Nord, Br. s.s., 1,248, Fadd, 13th June, Singapore 5th June, Oil—Mr. Geo. McRae.	
Rubi, Br. s.s., 1,619, R. W. Almond, 21st June, Manila 19th June, Gen.—S. T. & Co.	
Samson, Ger. s.s., 998, Pedersen, 22nd June, Bangkok 12th June, Rice—B. & S.	
Shantung, Br. s.s., 1,835, Robinson, 20th June, Canton 19th June, Gen.—B. & S.	
Signal, Ger. s.s., 927, C. Schlicker, 18th June, Singapore 11th June, Rice and Gen.—J. & Co.	
Sosho Maru, Jap. s.s., 1,119, T. Sugi, 19th June, Swatow 18th June, Gen.—O. S. K.	
Sui, Mow, Ger. s.s., 1,857, R. Anders, 20th June, Borneo 18th June, Timber—H. A. L.	
Tacoma Maru, Jap. s.s., 3,330, H. Yamamoto, 18th June, Moji 14th June, Gen.—O. S. K.	

Sailing Vessels.	
Sumatra, Ger. schooner, 520, C. Nancey, 22nd May, New Guinea 30th April, Gen.—M. & Co.	

Steamers Expected.	
Vessels	From Agents Date

Emp. of China	Shanghai	C. P. R. Co.	June 24
Sikh	Singapore	D. & Co., Ltd.	June 24
Tijpanas	Macassar	J. C. J. L.	June 24
Maushu Maru	Moji	T. K. K.	June 24
E. F. Ferdinand	Shanghai	S. W. & Co.	June 24
P. Sigismund	Manila	M. & Co.	June 25
Taming	Manila	B. & S.	June 25
Kouang Si	Singapore	M. M.	June 25
Hirano	Kobe	N. Y. K.	June 25
Namsang	Singapore	J. M. & Co.	June 29
Takasaki Maru	Japan	T. K. K.	June 30
Nippu Maru	Japan	T. K. K.	June 30
Kleis	Colombo	M. & Co.	July 30
Totomi Maru	Singapore	N. Y. K.	July 30
Monteagle	Vancouver	C. P. R. Co.	July 30
Taiyuan	Sydney	B. & S.	July 14

Ships Passed The Canal.	
21st May— <i>Ernest Simon</i> , Malta, <i>Hyon</i> , <i>Miskina</i> , <i>Maru</i> , <i>Pak Lin</i> , <i>Sagawa</i> , <i>May</i> , <i>Yorck</i> , <i>Falco</i> , <i>Dawson</i> , <i>28th May</i> — <i>Amelia</i> , <i>Awa Maru</i> , <i>Armand Kanagawa Maru</i> , <i>Bahic</i> , <i>Glamorganshire</i> , <i>Bulow</i> , <i>Orestis</i> , <i>Konang</i> , <i>St. Petrus</i> , <i>Sikh</i> , <i>1st June</i> — <i>Glenearm</i> , <i>Cyrus</i> , <i>Dacia</i> , <i>Castle</i> , <i>Indravadi</i> , <i>Tydrut</i> , <i>4th June</i> — <i>Transvaal</i> , <i>Indravadi</i> , <i>Fromathau</i> , <i>Sardula</i> , <i>Slavonia</i> , <i>Carnarvonshire</i> , <i>Tonkin</i> , <i>Machoon</i> , <i>Nubla</i> , <i>Silila</i> , <i>(Ays)</i> , <i>8th June</i> — <i>Kleis</i> , <i>Benlarie</i> , <i>Yaddo</i> , <i>11th June</i> — <i>Derfingler</i> , <i>Jason</i> , <i>Tamba Maru</i> , <i>15th June</i> — <i>Bendran</i> , <i>Andalusia</i> , <i>Calcutta</i> , <i>Hakata Maru</i> , <i>18th June</i> — <i>Syria</i> , <i>22nd June</i> — <i>Bucluck</i> , <i>Orestis</i> , <i>Homomothia</i> , <i>Cornwallshire</i> , <i>Sikh</i> , <i>Kleis</i> , <i>Sinior</i> , <i>Longships</i> , <i>Peking</i> , <i>24th June</i> , 9 A.M.	

Arrivals at Home—21st May— <i>Goosin</i> , <i>Vorward</i> , <i>Sagawa</i> , <i>Elizaki Maru</i> , <i>25th May</i> — <i>Albany</i> , <i>Shikishima</i> , <i>Hydra</i> , <i>Banga</i> , <i>Sumatra</i> , <i>28th May</i> — <i>Peruvia</i> , <i>Cathay</i> , <i>Glenearm</i> , <i>Chama</i> , <i>Ernest Simon</i> , <i>1st June</i> — <i>Hyon</i> , <i>4th June</i> — <i>Bulow</i> , <i>Kanagawa Maru</i> , <i>8th June</i> — <i>Katow</i> , <i>10th June</i> — <i>Palma</i> , <i>11th June</i> — <i>Norman Prince</i> , <i>Tonkin</i> , <i>15th June</i> — <i>Transvaal</i> , <i>Machoon</i> , <i>Amelia</i> , <i>Tydrut</i> , <i>18th June</i> — <i>Nubla</i> , <i>22nd June</i> — <i>Hakata Maru</i> , <i>Derfingler</i> .	
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21st May— <i>Ernest Simon</i> , Malta, <i>Hyon</i> , <i>Miskina</i> , <i>Maru</i> , <i>Pak Lin</i> , <i>Sagawa</i> , <i>May</i> , <i>Yorck</i> , <i>Falco</i> , <i>Dawson</i> , <i>28th May</i> — <i>Amelia</i> , <i>Awa Maru</i> , <i>Armand Kanagawa Maru</i> , <i>Bahic</i> , <i>Glamorganshire</i> , <i>Bulow</i> , <i>Orestis</i> , <i>Konang</i> , <i>St. Petrus</i> , <i>Sikh</i> , <i>1st June</i> — <i>Glenearm</i> , <i>Cyrus</i> , <i>Dacia</i> , <i>Castle</i> , <i>Indravadi</i> , <i>Tydrut</i> , <i>4th June</i> — <i>Transvaal</i> , <i>Indravadi</i> , <i>Fromathau</i> , <i>Sardula</i> , <i>Slavonia</i> , <i>Carnarvonshire</i> , <i>Tonkin</i> , <i>Machoon</i> , <i>Nubla</i> , <i>Silila</i> , <i>(Ays)</i> , <i>8th June</i> — <i>Kleis</i> , <i>Benlarie</i> , <i>Yaddo</i> , <i>11th June</i> — <i>Derfingler</i> , <i>Jason</i> , <i>Tamba Maru</i> , <i>15th June</i> — <i>Bendran</i> , <i>Andalusia</i> , <i>Calcutta</i> , <i>Hakata Maru</i> , <i>18th June</i> — <i>Syria</i> , <i>22nd June</i> — <i>Bucluck</i> , <i>Orestis</i> , <i>Homomothia</i> , <i>Cornwallshire</i> , <i>Sikh</i> , <i>Kleis</i> , <i>Sinior</i> , <i>Longships</i> , <i>Peking</i> , <i>24th June</i> , 9 A.M.	

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21st May— <i>Ernest Simon</i> , Malta, <i>Hyon</i> , <i>Miskina</i> , <i>Maru</i> , <i>Pak Lin</i> , <i>Sagawa</i> , <i>May</i> , <i>Yorck</i> , <i>Falco</i> , <i>Dawson</i> , <i>28th May</i> — <i>Amelia</i> , <i>Awa Maru</i> , <i>Armand Kanagawa Maru</i> , <i>Bahic</i> , <i>Glamorganshire</i> , <i>Bulow</i> , <i>Orestis</i> , <i>Konang</i> , <i>St. Petrus</i> , <i>Sikh</i> , <i>1st June</i> — <i>Glenearm</i> , <i>Cyrus</i> , <i>Dacia</i> , <i>Castle</i> , <i>Indravadi</i> , <i>Tydrut</i> , <i>4th June</i> — <i>Transvaal</i> , <i>Indravadi</i> , <i>Fromathau</i> , <i>Sardula</i> , <i>Slavonia</i> , <i>Carnarvonshire</i> , <i>Tonkin</i> , <i>Machoon</i> , <i>Nubla</i> , <i>Silila</i> , <i>(Ays)</i> , <i>8th June</i> — <i>Kleis</i> , <i>Benlarie</i> , <i>Yaddo</i> , <i>11th June</i> — <i>Derfingler</i> , <i>Jason</i> , <i>Tamba Maru</i> , <i>15th June</i> — <i>Bendran</i> , <i>Andalusia</i> , <i>Calcutta</i> , <i>Hakata Maru</i> , <i>18th June</i> — <i>Syria</i> , <i>22nd June</i> — <i>Bucluck</i> , <i>Orestis</i> , <i>Homomothia</i> , <i>Cornwallshire</i> , <i>Sikh</i> , <i>Kleis</i> , <i>Sinior</i> , <i>Longships</i> , <i>Peking</i> , <i>24th June</i> , 9 A.M.	

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Ships Passed The Canal.	
21st May— <i>Ernest Simon</i> , Malta, <i>Hyon</i> , <i>Miskina</i> , <i>Maru</i> , <i>Pak Lin</i> , <i>Sagawa</i> , <i>May</i> , <i>Yorck</i> , <i>Falco</i> , <i>Dawson</i> , <i>28th May</i> — <i>Amelia</i> , <i>Awa Maru</i> , <i>Armand Kanagawa Maru</i> , <i>Bahic</i> , <i>Glamorganshire</i> , <i>Bulow</i> , <i>Orestis</i> , <i>Konang</i> , <i>St. Petrus</i> , <i>Sikh</i> , <i>1st June</i> — <i>Glenearm</i> , <i>Cyrus</i> , <i>Dacia</i> , <i>Castle</i> , <i>Indravadi</i> , <i>Tydrut</i> , <i>4th June</i> — <i>Transvaal</i> , <i>Indravadi</i> , <i>Fromathau</i> , <i>Sardula</i> , <i>Slavonia</i> , <i>Carnarvonshire</i> , <i>Tonkin</i> , <i>Machoon</i> , <i>Nubla</i> , <i>Silila</i> , <i>(Ays)</i> , <i>8th June</i> — <i>Kleis</i> , <i>Benlarie</i> , <i>Yaddo</i> , <i>11th June</i> — <i>Derfingler</i> , <i>Jason</i> , <i>Tamba Maru</i> , <i>15th June</i> — <i>Bendran</i> , <i>Andalusia</i> , <i>Calcutta</i> , <i>Hakata Maru</i> , <i>18th June</i> — <i>Syria</i> , <i>22nd June</i> — <i>Bucluck</i> , <i>Orestis</i> , <i>Homomothia</i> , <i>Cornwallshire</i> , <i>Sikh</i> , <i>Kleis</i> , <i>Sinior</i> , <i>Longships</i> , <i>Peking</i> , <i>24th June</i> , 9 A.M.	

Arrivals at Home—21st May— <i>Goosin</i> , <i>Vorward</i> , <i>Sagawa</i> , <i>Elizaki Maru</i> , <i>25th May</i> — <i>Albany</i> , <i>Shikishima</i> , <i>Hydra</i> , <i>Banga</i> , <i>Sumatra</i> , <i>28th May</i> — <i>Peruvia</i> , <i>Cathay</i> , <i>Glenearm</i> , <i>Chama</i> , <i>Ernest Simon</i> , <i>1st June</i> — <i>Hyon</i> , <i>4th June</i> — <i>Bulow</i> , <i>Kanagawa Maru</i> , <i>8th June</i> — <i>Katow</i> , <i>10th June</i> — <i>Palma</i> , <i>11th June</i> — <i>Norman Prince</i> , <i>Tonkin</i> , <i>15th June</i> — <i>Transvaal</i> , <i>Machoon</i> , <i>Amelia</i> , <i>Tydrut</i> , <i>18th June</i> — <i>Nubla</i> , <i>22nd June</i> — <i>Hakata Maru</i> , <i>Derfingler</i> .	
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* These sharps are entitled to half of the profits.....

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